

## Personal Message from the Army Commander

You have won great victories. To advance 220 miles from Cassino to Florence in three months is a notable achievement in the Eighth Army's history.—To each one of you in the Eighth Army and in the Desert Air Force, my grateful thanks.

Now we begin the last lap. Swiftly and secretly, once again, we have moved right across Italy an Army of immense strength and striking power — to break the Gothic Line.

Victory in the coming battles means the beginning of the end for the German Armies in Italy.

Let every man do his utmost,  
and again success will be ours.

Good luck to you all

*Philip Leese*

Lieut.-General.

Tac H.Q.,  
Eighth Army, Italy.  
August, 1944.



C O P Y

MESSAGE FROM THE  
COMMANDER, 1ST CANADIAN CORPS

1ST CANADIAN CORPS, AFTER A LONG REST, IS AGAIN GOING INTO ACTION. HERETOFORE, WE HAVE DEFEATED THE ENEMY EACH TIME WE HAVE MET HIM. NOW WE HAVE AN OPPORTUNITY TO STRIKE HIM A BLOW THAT, TOGETHER WITH THE OTHER ALLIED OFFENSIVES, CAN FINISH THE WAR.

THE ENEMY HAS NO EFFECTIVE AIR FORCE, IS SHORT OF MEN, SHORT OF WEAPONS AND SHORT OF MUNITIONS, BUT HIS SOLDIERS STILL FIGHT BRAVELY AND SKILFULLY. THEY WILL CONTINUE TO DO SO UNTIL THE FINAL SURRENDER.

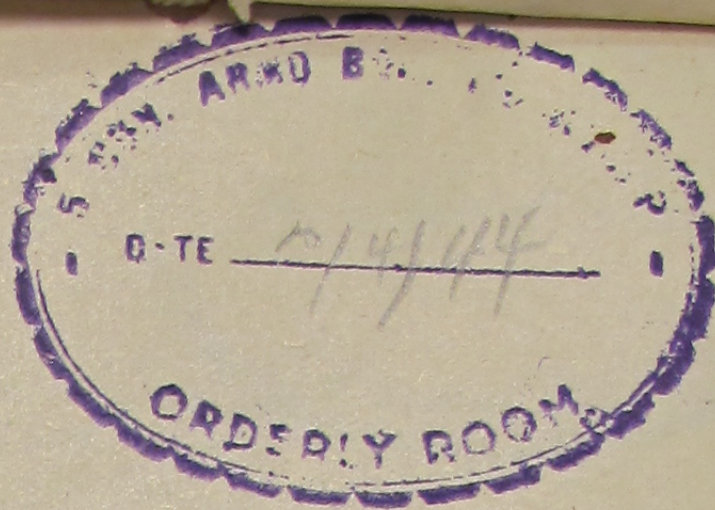
THE ONLY WAY TO COMPEL THAT SURRENDER IS TO ATTACK HIM RELENTLESSLY WITH ALL OUR STRENGTH, RUTHLESSLY USING OUR SUPERIORITY IN WEAPONS, UNTIL HIS RESISTANCE COLLAPSES.

LET EVERYONE OF US GO INTO THIS BATTLE WITH THE DETERMINATION TO PRESS FORWARD UNTIL THE ENEMY IS DESTROYED; TO STRIKE AND PURSUE UNTIL HE CAN FIGHT NO LONGER. THEN, AND ONLY THEN, SHALL WE HAVE WON WHAT WE, AS CANADIANS, HAVE BEEN FIGHTING FOR - SECURITY, PEACE AND HONOUR FOR OUR COUNTRY.

(E.L.M. Burns) Lt-Gen  
Commander, 1 Cdn Corps

TO BE GIVEN OUT TO  
ALL RANKS ON D-1  
AUG 44





## Personal Message from the Army Commander

This message is to say good-bye to you all. My orders to take over an Army Group came at short notice; this makes it impossible for me to see you and thank you personally.

You have fought your way in nine months from Cassino to Florence, from Ortona to Rimini. Now you have smashed the Gothic Line and broken out into the Plains.

The name of the Eighth Army, with its Desert Air Force, has never stood higher than today. You may be sure that you will have a decisive part in the final stages of the war in Europe.

To Lieutenant-General Sir Richard McCreery, who assumes command today, I hand over with complete confidence. His long connection with this Army is known to many of you.

I leave our great Eighth Army, and my many friends among its formations, with real regret. This Army has, and always will have, a spirit of comradeship all its own. I shall always remember with pride your friendliness and cheerfulness in good times and bad, and the confidence you have placed in me throughout our battles.

I thank you all and wish you Good Luck.

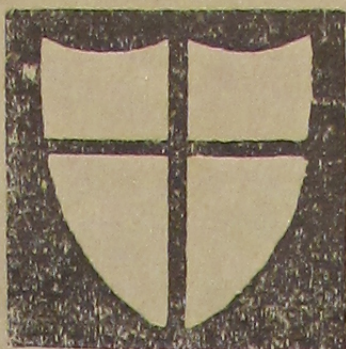
*Philip Kessel*

\_\_\_\_\_  
Lieutenant-General.

Tac H.Q., Eighth Army.  
1st October, 1944.



CANADIAN CORPS



# Personal Message from the Army Commander

It was the proudest day of my life when I was appointed to take over the Eighth Army from Lieut.-General Sir Oliver Leese, Bt. It will be difficult to follow two such distinguished Commanders as my predecessors, but I shall do my utmost to maintain your great traditions, and to look after the interests of all sections of this famous Allied Army.

I fully appreciate the special problems and hardships which long service overseas has imposed on many soldiers in the Eighth Army. We must go all out to finish the job quickly.

The Germans are not yet beaten and are still fighting hard on all three fronts; but their difficulties are increasing rapidly.

With your whole-hearted support, Eighth Army, together with our comrades of the American Fifth Army, will play an essential and decisive part in the final defeat of the enemy in Europe.

Best wishes and success to you all.

*R. L. McCreery*

Lieutenant-General.

Main Headquarters,  
Eighth Army.  
12th October, 1944.



SOUVENIR  
COPY

MT PASTEUR

AUGUST 27<sup>th</sup>  
SEPTEMBER 1<sup>st</sup>/45

SOUTHAMPTON England  
Quebec - CANADA

This is your Souvenir Issue of the ship newspaper. It is intended to bring back to mind, in the future, the Monday 27 August to Saturday 1 September 45 crossing on the French liner Pasteur. The run from Southampton to Quebec has been pleasant, as everyone has in view a much earned leave at home. To everyone the personnel responsible for this issue bid Good Luck and pleasant memories in their civilian days ahead.

#### AROUND THE DECKS

The first few hours aboard ship made everyone feel that they had boarded the wrong ship. Thought for awhile we were aboard an American Troop Transport ... Reason ... RIBBONS --, Around the decks appear quite a few two-bar men. Look very impressive.. Army personnel seem to be the most decorated and with the addition of the Defence Medal, they will be putting the Yanks to shame. There is also a sprinkling of Military Medals and other such decorations being worn, for which the wearers should feel very proud. They have been rightfully earned.

#### SOMETHING NEW HAS BEEN ADDED

For our benefit and for the benefit of those to follow, the Canadian War Services has been able to put an Auxilliary Service Officer, Supvr. Jack Myles, as part of the conducting staff. Although one wonders why this necessary part of the staff has been added at such a late date, it is nevertheless very much appreciated. The distribution of magazines, both English and French, Playing cards, Cardboard Boards etc., have been a God-send in helping to while away the long hours of ship travel. The movies although a little old, have also helped a lot in making the hours slip by. For ourselves and those to follow, we say as we have in the past, - Thanks.

#### THE PASTEUR

The Pasteur is the most modern ship in the French Merchant Navy, and one of the fastest and most powerful in Europe. She never took her maiden voyage to Buenos Aires but was recalled from trial runs on Sept. 14, 1939 when France declared war on Germany. She was taken over by the British Admiralty in the summer of 1940 and has been used ever since as a troopship.

The Pasteur was named after Louis Pasteur famed French scientist and benefactor of humanity. The Pasteur was built by Chantiers et Ateliers de Saint Nazaire Penholt, best known builders of pre-war French ships including the liner Normandie.

The Pasteur has a gross tonnage of thirty thousand tons, and an average speed of twenty-three knots per hour, length 495 feet. She was built to carry seven hundred and forty passengers, but now carries when loaded approximately five thousand troops. She has a crew of five hundred.

The Pasteur was designed so that every cabin has a porthole, she is the only one of her size to have this feature. Before becoming a troopship she was one of the most up to date ships afloat.

#### WEEP NO MORE MY LADIES

The editors regret to announce that a last minute cancellation has prevented the presence of seven R.C.A.F. W.D's. being aboard this ship. This is probably the first time that seven haven't paid off...

#### DID YOU KNOW ? ? ?

That if atomic power was fully controlled a spoonful of water would produce enough power to propel this ship on a round trip across the Atlantic.



## REMEMBER .....

.....That moment when the Army called you to a repatriation depot ..... That LAST "Mild and Bitter" .....

THAT DAY when you were actually on your way to Southampton and the "Pasteur" .....

.....THAT you didn't believe that you were actually going to Canada, and probably when you read this, still don't .....

..... WHEN WE first viewed our "airy" and "spacious" quarters....

..... THE GETTING into a hammock, and what was worse, trying to get out without breaking your neck.

..... THE FIRST boat-drill and the "gold-braid" showing us how to tie our lifebelts .....

..... THE FIRST canteen queues after thinking we had left them behind .....

..... THE MINE we nearly hit (or so rumour had it), the first night out .....

..... THE "CROWN & ANCHOR" and crap games that sprang up from seemingly nowhere .....

..... THE PORPOISES that frolicked to and fro around our "happy home" .....

..... THE AIR FORCE "erks" that suddenly blossomed out into corporals when the ship was three miles out. (Ah, those shadow ranks) .....

..... THE "BALCONS" that floated from the ship's stern .....

..... THAT SWEET maple walnut ice-cream that actually melted on your plate .....

..... THE FIRST inkling that seasickness was a possibility even with a healthy young man such as you .....

..... WHEN GAMBLING went "underground" .....

..... THE MUSTER calls that seemingly went on from ten in the morning to ten at night .....

..... THE DOCKING RUMOURS. (If rumour had it, we would have been in on Thursday night) .....

..... WHEN WE sighted Belle Isle, and Canada became a possibility .....

..... THE LANDING at Quebec and brother, was there a lot of itchy feet on those decks ....

..... THE "PASTEUR", that grand ship that brought us home ....

..... YOUR PAST ARMY OR AIR FORCE LIFE, SO THAT YOU WILL NEVER HAVE TO REMEMBER THESE THINGS AGAIN.

## V...I...P...

This voyage is to be of note not only as it is the return home to our loved ones but as we have aboard some V.I.P's. (Very important Persons). The celebrities being Lord and Lady Keynes and Mr. Rumble.

Lord Keynes is making a trip to Canada and the States on a very important mission. Just what is the nature of the visit only a few concerned seem to know. He prefers to remain incognito and is not at liberty to discuss his mission. The British News Service seem to have covered it very well and the subject of American economic aid to Britain has been linked with his mission.

Mr. Rumble is at present connected with the Royal Air Force Benevolent Fund but the exact nature of his visit is undisclosed.

## YOU'VE HAD IT

Yes, you've had ... JANE, ... "Mild and Bitter" and the English Pubs, .... The lovely English weather, .... Queues, .... Those inspectors on Trams and Busses, ... Luggage Vans, .... English Humour .... One-page newspapers, .... Left-hand traffic, .... Polite Policemen, .... English Coffee, ... Bradford, .... Picadilly and Trafalgar Square, .... Fish and Chips, .... Early Cinemas, .... The Palais Glide and the hokey-Pokey, .... Shillings and Pence, ... ATS and WAAFs, ... NAAFI, .... Got any gum, chum? ... Sorry, no gum chum. .... Boys - U V A D I T

## DID YOU KNOW

That this ship is at present known as H.M.T. PASTEUR which denoted - Hired Military Transport "PASTEUR"

## AUTOGRAPHS



CEH/10  
14 Feb 45.

SHIPS' STANDING ORDERS FOR OC TROOPS

For each MT/Ship or L.S.T. an O.C. Troops, if possible of Field Rank will be appointed for the voyage, he will issue Ships Standing Orders in conjunction with Ships Master or Commanding Officer.

The following matters will be included in the Standing Orders for the Ships.

- (1) Times of : Reveille.  
Breakfast.  
Morning Inspection by O.C. Troops.  
Dinner.  
Supper.  
Lights out.
- (2) Alarm Signals : Life Boat Stations.  
Action Stations.
- (3) L.S.A. : Position of Lifeboat Stations for each troopdeck.  
Wearing of Lifejackets.
- (4) Guards : Sentry Posts.  
Guards Duties.
- (5) Messing : Issue of Rations.  
Orderlies.  
Fatigues.  
Cooks.
- (6) Latrines : Subdivision of, between Troopdecks, Officers and O.R's.
- (7) Blackout : Time of commencement and finish.  
No lights on deck after Black out.
- (8) Discipline : No Pets.  
No Alcoholic Liquor to be consumed aboard.
- (9) Smoking : Not allowed except in parts of ships specially indicated.  
No smoking on Deck after Black out.
- (10) Bounds : Parts of ship out of bounds to (a) 300  
(b) O.R's.

(H.D. PHILIP) Lt. Col.  
A. J. H. G. (





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